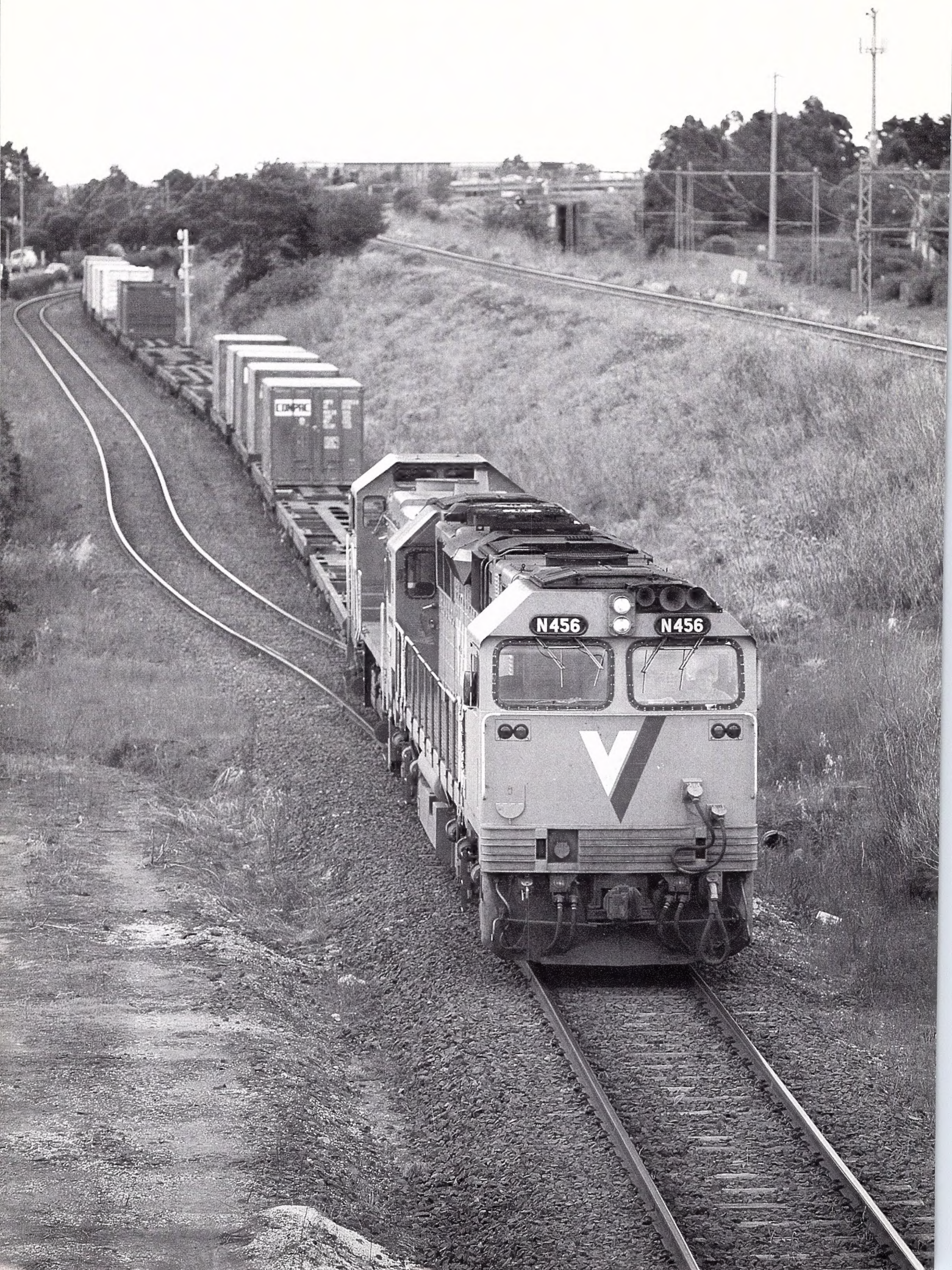


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EDITOR

Stuart Turnbull
E-mail: stuartt@netspace.net.au

NEWS

Denys Potts, 5 Elm Street,
Whittlesea, 3757

ARTICLES

Julian Insall, 55 Reed Street,
Albert Park, 3206

PHOTOGRAPHIC EDITOR

Stuart Turnbull, PO Box 122,
Kensington, 3031

PRODUCTION

Frank Cross

Assistants: John Dare, Sid Brown,
and John Green

Note: News, letters and odd spots to be
sent to Denys Potts, articles to Julian
Insall and photographs to Stuart
Turnbull.

ADVERTISING

Geoff Peterson
Phone (03) 9764 5011, Fax (03) 9764 5056

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FOR ALL WHO ARE INTERESTED IN RAILWAYS

NEWSRAIL

ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

CONTENTS

FEATURE ARTICLES

6

THE DEMISE OF THE S/Z SETS

Tracing the history of V/Line's older steel-bodied cars

22

FROM THE FIREMAN'S SIDE

The fifth in a series of reminiscences

PICTORIAL FEATURES

14 ACR GARRATT 15 THE D³ RETURNS

16 ARHS SLIDE COMPETITION

18 DERBY DAY 19 422's IN THE SHAFTS

21 ALEXANDRA TIMBER TRAMWAY AND MUSEUM

25 CLF LOCOMOTIVES

26 WESTERN VICTORIAN STATIONS - THEN AND NOW

REGULAR FEATURES

4 GENERAL NEWS

20 OPERATIONS

FRONT COVER: S300 emerges from the Geelong tunnel with West Coast
Railway train 8256, from Warrnambool. Sat.2.3.96 *Roger Gillard*

OPPOSITE: V/Line Freight moved over a million tonnes of containerised freight
during the last financial year. Large numbers of containers have been moved
between the newly opened terminal at Tocumwal and Melbourne. N456-P12 haul
9352 up Tocumwal superfreighter onto the single track at Jacana for the journey
to Dynon Terminal via Albion. Fri.11.10.96 *Steve Munro*

BACK COVER

ABOVE: This month NEWSRAIL features some of the winning transparencies
from the 1996 ARHS Slide Competition. Roger Gillard's photograph of South
African Railways 19D 2699 hauling a passenger train from Maclear at Glen
Wallace in 1981 was the winner of the March competition 'Loco hauled passenger
train'. This magnificent photo of a steam loco hard at work also took the judge's
eye in the 'Winner of Winners' competition giving Roger the C D Gavan Duffy
Award for the first time.

BELOW: The slide competition topic for November was 'Train in the trees'
which was won by Bill Kingsley with this photograph taken on a misty morning of
the up *Spirit of Progress* passing through the Dry Creek valley near Wandong.

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

JANUARY 1997

ANNIVERSARIES

- 1st, 1957: Railway tram service between Middle Brighton and Brighton Beach ceased. (40)
 3rd, 1962: Opening of Dynon Freight Terminal and start of s.g. Melbourne - Sydney freight service. (35)
 3rd, 1977: Last train to Beechworth hauled by T413. (20)
 10th, 1927: Electrification of track between Port Melbourne and Bay Excursion Pier. (70)
 13th, 1892: Opening of Leongatha to Port Albert line. (105)
 19th, 1887: Vic and SA Railways linked at Serviceton with running of the first Adelaide passenger train, via Geelong and Ballarat. (110)
 19th, 1887: Opening of North Creswick to Rocklyn line. (110)
 24th, 1972: Third track between East Camberwell and Box Hill commissioned. (25)
 27th, 1972: Last goods train service to Mornington, operated by T390. (25)
 1902: First of 261 DD class (4-6-0 type) steam locos built. (95) From 1929 re-classed as D1, D2 or D3.

FEBRUARY

ANNIVERSARIES

- 1st, 1977: Freight Branch created and the number of country Freight Centres extended. (20)
 15th, 1987: Commencement of Comeng electric train passenger service to Warragul. (10)
 16th, 1887: Opening of Parwan to Bacchus Marsh line. (110)
 16th, 1987: Re-introduction of Sunraysia daylight passenger service to Mildura. (10)
 19th, 1962: Upper Ferntree Gully to Belgrave line rebuilt to broad gauge, electrified and re-opened. (35)
 28th, 1947: Closure of Eureka to Buninyong line. (50)
 1887: First of 144 swing door carriages built which were later fitted for suburban electric powered operation. (110)
 1882: Opening of Lilydale station. (115)
 1892: Victorian Railways Administrative Offices built in Spencer Street. (105)
 1992: Mobile payphones installed on the Overland and Sydney/Melbourne Expresses. (5)

MARCH

ANNIVERSARIES

- 1st, 1902: Opening of Colac to Beech Forest line. (95)
 4th, 1957: Closure of Birregurra to Forrest line. (40)
 5th, 1922: Electrification of Flinders Street - Oakleigh and Caulfield - Glenhuntly lines. (75)
 6th, 1972: Last postal motor service withdrawn, Piangil - Kooloonong. (25)
 16th, 1932: First flashing light signals installed at Moorabbin Road, Mentone. (65)
 18th, 1887: Opening of Heyfield - Maffra line. (110)

ARHS MEMBERS' LIBRARY

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Down platform, Windsor Station
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PTC -

ANNUAL REPORT 1996

Set out hereunder is a resume of the PTC's Annual Report and audited financial statements for 1995/96:

Staffing

Staff numbers have been drastically reduced since 1991/92.

In 1992/93 staff numbers were reduced by 4062 (21.8%), in 1993/94 by 2996 (20.4%) and in 1994/95 by 1459 (12.5%).

Current staff figures as at 30 June 1996, with figures as at 1 July 1995 in brackets, are:

Corporate Services:	13	(21)
Total Quality Management:	59	(72)
Finance:	81	(98)
Personnel:	18	(30)
Planning & Marketing:	26	(35)
Met Trains:	1943	(2017)
Met Tram:	1988	(2049)
Met Bus:	198	(204)
V/Line Passenger:	556	(574)
V/Line Freight:	1156	(1221)
Central Services:	0	(2)
Infrastructure:	1980	(2138)
Rail Vehicle Maintenance:	1464	(1700)
Met Ticketing:	22	(31)
Staff seconded out:	12	(17)
Total	9516	(10209)

Since 1 July 1992, staff numbers have been reduced by 9163, a reduction of 49.1% of the original total.

Met Trains

Patronage grew by 3.7%, adding to the 4.4% increase the previous year. With 109.2 million boardings for the year, patronage reached its highest level since 1976/77.

Punctuality on all services, i.e. trains arriving within five minutes of schedule, improved to 93.3% whilst punctuality in peak periods improved to 89.5%

V/Line Passenger

More than 7 million boardings were made on V/Line Passenger services, an increase of 4.5%, the highest since 1955.

Punctuality in Inter-urban (within five minutes) and Inter-city within 10 minutes) was 93.7% and 96.1% respectively.

Long distance fares remain frozen, as they have been for three years and service quality was improved on the Bendigo line.

Most off-peak weekday trains on the Geelong line were extended to terminate at South Geelong and an improved service was introduced on the Traralgon line.

Facilities were improved for disabled passengers which included upgraded carriages with wheelchair access and toilet facilities and the installation of tactile tiles at Ballarat, Traralgon and Geelong stations.

The new Country Travel Club attracted some 5000 members and the

Two of the major freight categories hauled by V/Line Freight, cement and grain, form the majority of the consist of 9271 Tottenham Yard - North Geelong Yard goods, hauled by X33, near Little River. Tues.22.10.96 Gavin McLaughlan



GENERAL NEWS

Classic Carriages available for charter received a good response from the corporate and tourism industries.

V/Line Freight

Cartage of 6.88 million tonnes of freight was an increase of 20.3% over the previous year and revenue increased from \$88.3 million in 1994/95 to \$102.9 million in 1995/96, an increase of 16.6%.

Grain, the major traffic item, had a revenue increase from \$38.3 million in 1994/95 to \$53.7 million and container traffic revenue increased 22.8% to \$14.7 million.

Revenue for industrial products fell by \$3.8 million. This resulted from sluggish activity in the building industry and lower than anticipated movements of export briquettes. A promising aspect was the signing of a five year lease with Australian Paper for the movement of at least 160 000 tonnes of paper per year.

Throughput at the Dynon Container terminal increased by 44% compared to the previous year and terminal upgrades continued in line with volume increases.

Driver Only Operation has been expanded to many freight train services, the lighting programme has been completed at Tottenham Yard and the implementation of 'Shunting with Radio' has been completed.

Service delivery improved from 99.6% to 99.8% and 95% of freight deliveries were on time to the customer. Train punctuality ran at 91.9%, compared to the previous year's 86.4%.

Tonnages — 1995/96:

Grain, including rice:	3 574 000
Non-cereal grain:	322 000
Fertiliser:	32 000
Cement:	366 000
Gypsum:	50 000
Minerals and quarry:	550 000
Solid fuel:	159 000
Paper products:	70 000
Petroleum:	256 000
Fast Track:	139 000
Containers (Victorian):	1 116 000
Miscellaneous:	243 000

Motive Power and Rollingstock (including Met Train) previous year in brackets:

Diesel Locomotives: 128 (131) Excludes 13 locos leased or on short term hire to NRC.

Road Transferable Loco: 1 (0)

Rail tractors: 23 (27)

Passenger Rollingstock:

Met — in service: 907 (907) includes four double-deck carriages.

Met — mothballed: 10 (10)

Met — Heritage: 7 (7)

Met — Departmental: 3 (3)

V/Line: 180 (167)

V/Line — Charter: 6 (7)

Freight rollingstock, including privately owned tanks:

In service: 2043 (2110)

Leased to NRC: 191 (170)

Works and support: 301 (248)

Revenue and expenses

Figures for the year ended 30 June 1996 indicate the PTC suffered a deficit of \$178 711 000 after abnormal items.

An extraordinary item amounting to \$1 586 800 000 was credited by Treasury which gave a final surplus for the year of \$1 408 089 000.

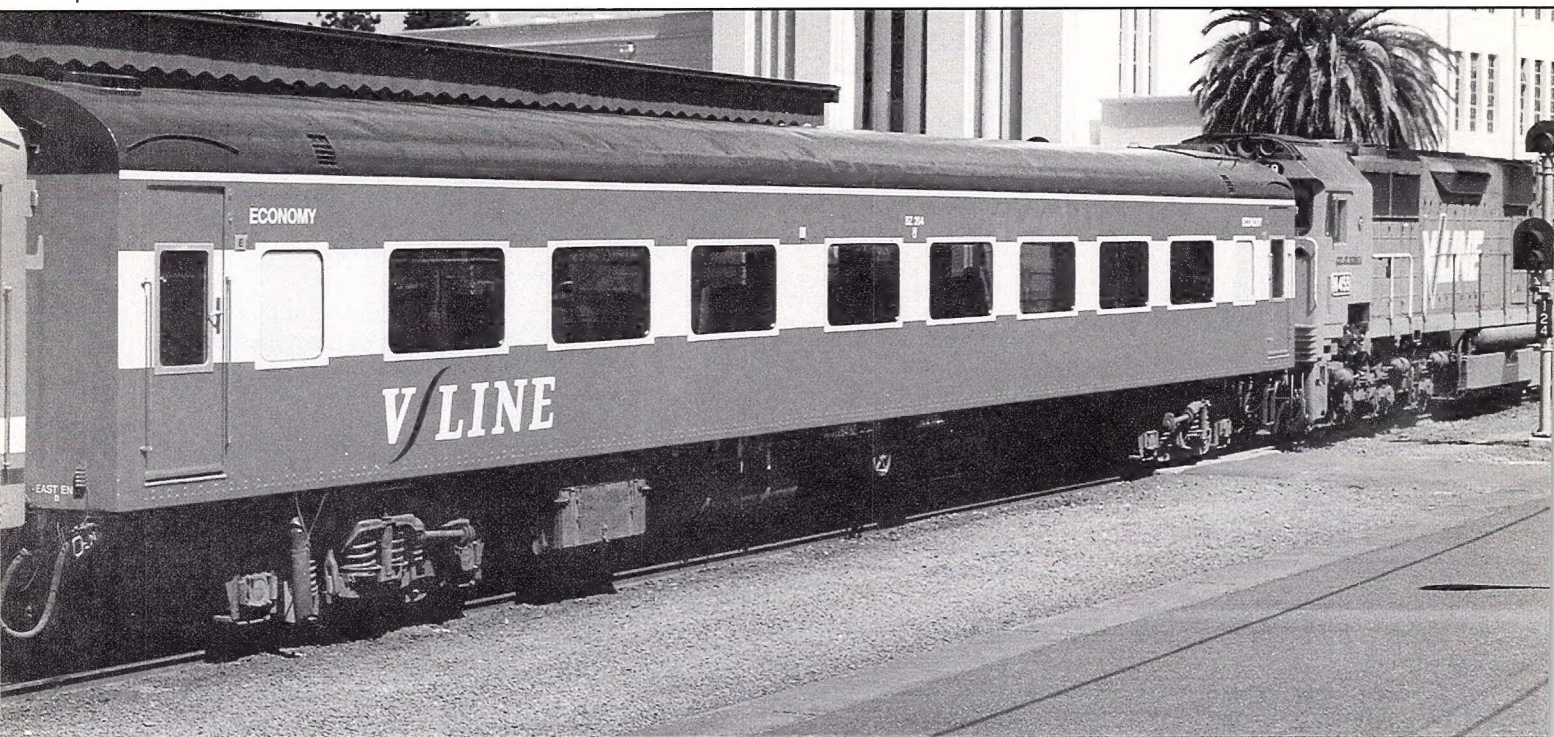
This surplus was deducted from the Accumulated Deficit of \$3 402 785 000 leaving a current Accumulated Deficit of \$1 994 696 000.

PTC STATISTICS 1995/96

	Steam	Diesel-electric	Suburban
Train kilometres:			
Passenger:	12 100	3 930 000	14 500 000
Goods:	200	3 670 000	
Departmental:	500	80 000	
Total:	12 800	7 680 000	14 500 000
Loco kilometres:			
Passenger:	14 100	4 250 000	
Goods:	400	6 180 000	
Departmental:	2 300	170 000	
Total:	16 800	10 600 000	
Vehicle kilometres:			
Carriages:	80 000	15 470 000	64 500 000
Wagons:	14 000	78 920 000	
Total:	94 000	94 390 000	64 500 000

Standard gauge superfreighter, 9791 to Dimboola, hauled by X38, powers through Dooen at 07 13 on Fri.11.10.96. This train is combined with the Portland superfreighter between Melbourne and Maroona *Gavin McLaughlan*





In V/Line Passenger livery, 264BZ stands at Geelong station. This car was originally 1BZ and remains in V/Line service

THE DEMISE OF THE S/Z SETS

— Tracing the history of V/Line's older steel-bodied cars —

With the reduction in 1993 of V/Line Passenger's rail routes and the progressive introduction of 22 Sprinter railcars, consideration was given to the phasing out of some of the older steel-bodied carriages.

Over the period 1937 to 1962, 56 steel-bodied passenger sitting cars were constructed at Newport Workshops, the initial 30 being first and second class compartment carriages. The first nine of these were of riveted/part welded construction and were built for the 1937 introduction of the *Spirit of Progress*. The remainder were fully welded and in 1939 became known as S cars to recognise their first use on the *Spirit* as steel carriages.

In 1956, production turned to saloon carriages and a total of 26 first and second class were built. These were classified as Z cars and their first use was on the newly-introduced *Daylight Express* to Albury.

A CHANGE IN PLANNING

In 1981, the country fleet, in addition to the S and Z cars, included 283 wooden-bodied, non-airconditioned carriages of ancient vintage and it was in that year VicRail's concept of country passenger operation changed.

By 1984, the entire fleet of steel-bodied air-conditioned cars was to be modernised, the Z cars at Bendigo Workshops and the S cars at Ballarat Workshops. Cost would approximate \$60,000 per unit. Wooden cars would be phased out and

The withdrawal by V/Line Passenger of all S class and some Z class cars suggests that it is time to outline the changes to these valued units of the Victorian sitting-car fleet over the last 60 years

Sid Brown

Photos by Norm Bray

replaced ultimately by nineteen 3-car N sets, already under construction at Newport, and fifteen H sets consisting of three or four converted electric Harris cars, refurbished by Martin and King. These latter were to be for short distance commuter use. A further four Harris cars would be converted to MTH trailers.

The S and Z carriages would likewise be grouped over a period, in three to five car consists, the aim being to use these 'fixed sets' at much greater frequency

than was the case with the old 'wooden stock'. A small number of DERMS and DRC railcars with trailers would remain in service.

With the decision that only seven main lines would retain passenger services, this fleet looked adequate. With the exception that a four car non-airconditioned steel K set needed to be leased from South Australia and eight airconditioned wooden bodied cars had to be retained for a time, the objective was substantially achieved.

Another change to be introduced at the same time was to number all steel-bodied country passenger rollingstock as a single series. In this way, individual numbers allocated to each vehicle would be permanently retained, irrespective of subsequent conversion or reclassification. The number series chosen were: N cars, 1-100; H cars and railmotor trailers, 101-200; S and Z cars, sleeping and special cars, 201-300; D vans (formerly VBPY), 301-400, DH vans, 401-450; PH vans, 451-.

Then came 1993, a further reduction in passenger route kilometres, privatisation of some rail services and an opportunity to decommission S/Z sets; but let us go back . . .

BACK TO THE 1930s

Although the Victorian Railways ventured into steel bodied carriages in 1927 when it built two 48 seat dining cars, *Avoca* and *Hopkins*, for use on the *Overland* and *Sydney Limited*, it was not until ten years later that their presence became obvious.

On 23 November 1937, Victorians witnessed the entry into service of the *Spirit of Progress*. I remember well the impressive sight of the sleek all steel bodied, airconditioned train in blue and gold livery, hauled by streamlined coal fired Pacific steam loco S301 *Sir Thomas Mitchell*, as it powered its way majestically through Moonee Ponds on its first scheduled 3 hour 50 minute non-stop trip to Albury.

We had a train that equalled any overseas contemporary and were really entering into the era of safer, lighter, non-combustible, high strength Corten steel carriages. The high tensile steel had been developed by the United States Steel Corporation.

Airconditioning was also here. In 1935 it was tried experimentally in wooden-bodied coach 36AE, the first carriage of its kind in Australia. The experiment was continued in 1936 when steel bodied dining car *Avoca* was airconditioned for use on the *Sydney Limited*.

But where are all of these old cars now — would you identify and relate them with their earlier lives if, indeed, you saw them?

It is interesting to note that, with minor exception, the old fleet of steel-bodied carriages S and Zs is still on rail. Some S cars are now owned by West Coast Railway and preservation groups and others are in V/Line storage. All of the Z cars are in V/Line and West Coast Railway service.

The only S/Z car no longer in existence is 7AS. This went into service in May 1940, but was scrapped in May 1972 after a level crossing accident at Weerite on the south-west line on 24 October, 1970. The carriage was destroyed by fire. South Gippsland readers may remember it as the first steel-bodied car used regularly on the Yarram line, commencing December 1962.

METHOD OF REVIEW

Conversions are still in progress, so in reviewing the history of the 55 units of the old fleet, we will commence by using the classification with which readers will have become familiar over the last decade.

BRS Class: 48 seat economy compartment cars with buffet

Total in class 10, numbered 221-230.

BRS 221: This fully welded body car was outshopped for service in April 1940 as first class sitting car 6AS — 'A' denoting first class and 'S' the *Spirit of Progress*. Built during the war, the internal walls were painted, rather than wood veneer panelled, as for the earlier cars. It was used as a replacement car for the *SOP*.

It was converted to economy class BRS design, renumbered BRS1 and outshopped from Newport in April 1983 at a cost of approx. \$350,000. With the change in numbering system, a few months later it became BRS221.

This car was transferred to West Coast Railway on lease when it commenced operation in September 1993. After completion of the company's safety accreditation procedure, purchase was finalised in April 1995.

BRS222: Entered service in December 1952 as 16AS, the last of the first class compartment cars built. It was converted to BRS2 in March 1983 and later renumbered as BRS222. Leased to West Coast Railway in September 1993 and purchased in April 1995, it was damaged in the Werribee derailment in September 1995 and is still under repair.

BRS223: Built as first class 12AS for *Spirit of Progress* and *Albury Express*, it entered service in March 1949. Conversion followed in July 1953 to 1ABS, a combined first and second class car. It was painted to match the *Overland* livery and employed on the Adelaide service for roadside passengers until February 1967 when it was returned to intrastate use. In October 1972, it was re-converted to its original class and number — 12AS.

June 1983 saw a further conversion to BRS3, later BRS223. It was purchased by West Coast Railway in September 1995.

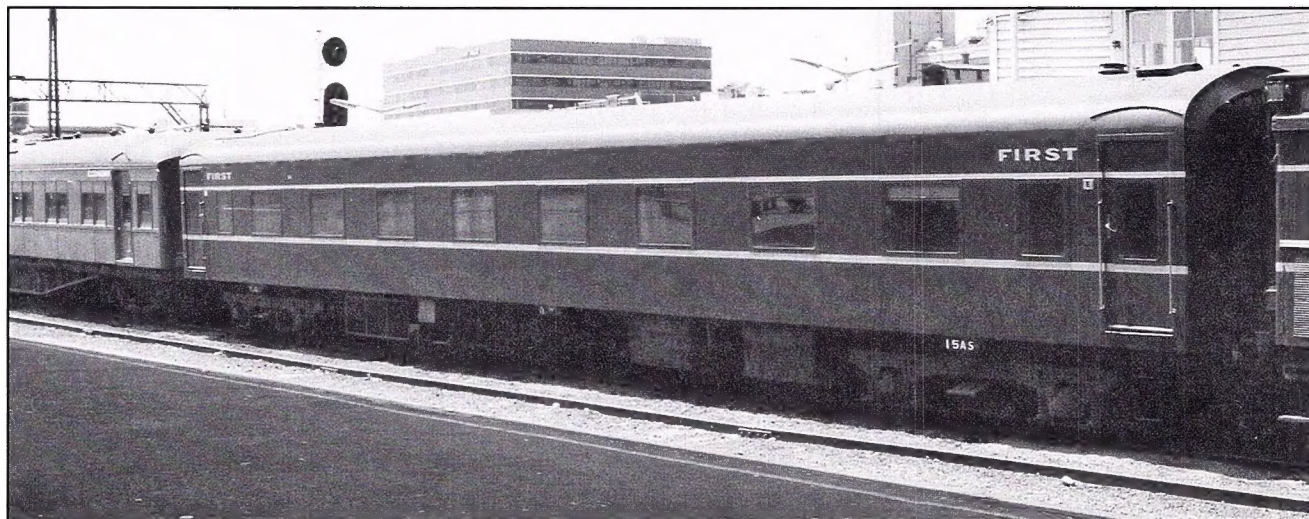
BRS224: Built in September 1940 as second class compartment car 7BS, it was converted to BRS224 in November 1983.

It has been in service with West Coast Railway since September 1993, being purchased in April 1995.

BRS225: This car commenced service in November 1937 as a 64 seat second class sitting car on the original *Spirit of Progress*. It was known as coach number 9. The original *SOP* had five first class coaches, numbered 1-5, and four second class coaches, numbered 6-9. All steel bodies were part welded and part riveted. The later cars were fully welded.

In August 1939 it was classed and renumbered as 4BS — the B denoting second class (later economy).

15AS in VR blue and gold livery, at Spencer Street. This car is now BS210 and is owned by West Coast Railway





221BRS at Spencer Street during March 1990. This car was originally Spirit of Progress first class sitting car 6AS

Thirty nine years later, in July 1977, it was converted to 1MRS, one of two mini-buffet cars used in the Mildura *Vinelanders* sets. Three compartments were removed and a food preparation and serving area provided with an adjoining lounge with fixed coffee tables. This layout remained until changed in October 1983 to BRS225.

When it became surplus to V/Line requirements, West Coast Railway purchased this car in April 1995.

BRS226: This is another original *SOP* second class carriage. Placed into service in November 1937 as coach number 6, it was renumbered 1BS in August 1939. In company with 4BS (above) it was converted in July 1977 to mini-buffet 2MRS for use on the *Vinelanders*. After further rebuilding, it was outshopped in April 1984 as BRS226.

In October 1995 it was sold to the Seymour Loco Steam Preservation Group Inc (SLSPG).

BRS227: Now owned by the South Gippsland Railway and Great Southern Railway Society (SGR and GSRS) since October 1995, this second class compartment carriage entered service in November 1937 as *SOP* coach number 8, classed and renumbered the next year as 3BS.

Twenty five years later it was included in the consist of the last broad gauge *SOP*, arriving at Spencer Street on April 16, 1962, behind two A² 4-6-0 oil burning steam locos 995 and 996.

In January 1966 it was converted to mini-buffet 2MBS and used on the Mildura *Sunlight* service from February 1966 until the train ceased running in April 1967. It was then transferred to the *Albury Express* from July 1967. October 1983 saw another conversion and reclassification to BRS227.

BRS228: Built and put into service in October 1955 as second class 10BS, it was converted to standard gauge and available for service as economy compartment car 1VFS on the Melbourne - Sydney *SOP* from April 16, 1962. It was reconverted to broad gauge and outshopped after rebuilding to BRS8 in August 1983 — then renumbered BRS228 in March 1984.

The reduced demand in 1993 for intrastate buffet cars enabled BRS228 to be released for conversion to a staff car to operate with state car number 5. This was to replace staff car *Goulburn*.

Entering Newport Workshops in December of that year, on completion in August 1994 the carriage had three compartments fitted as two berth sleeping cabins, one sitting compartment, an expanded kitchen facility, a dining area, showers and extra retention toilets. The car was named *Mitta*, the third carriage to receive this name. The earlier

carriages were a centre-kitchen dining car that entered service in 1910 and a 27 seat steel buffet car built in 1938.

BRS229: Now the property of West Coast Railway since October 1995, this carriage has seen many changes. As first class sitting compartment car 9AS, it entered service in December 1948. Eight years later in September 1956, it had been changed to a first/second composite car, numbered 3ABS, to provide additional accommodation on the newly introduced *Daylight Express* from Melbourne to Albury.

In 1962, when the standard gauge *Intercapital Daylight* replaced the broad gauge *Daylight Express*, 3ABS was shopped and re-converted to 9AS.

This was followed by two further conversions, in October 1968 to Mini-buffet 3MBS for use on the Albury line, and later in October 1983 to BRS229.

BRS230: The last BS car to be built was 14BS in December 1956. It was changed to standard gauge in March 1962 and classed as economy car 3VFS, and further converted in February 1964 to 1VFR.

The car was changed back to broad gauge and outshopped as BRS10 in September 1982. It was later renumbered BRS230.

It passed into the possession of Steamrail in September 1995.

BS Class: 64 seat economy compartment cars

Total in class 19, numbered 201-219.

It should be noted that in the 1981/83 period a number of AS cars were converted to BS, but the BS numbers allocated by the registry were duplicates of those issued to some BS cars when built between 1937 and 1956.

BS201: This carriage entered service in March 1949 as first class sitting car 11AS, being converted to economy class 1BS in June 1982 and renumbered BS201 in August 1984.

It passed into the ownership of West Coast Railway in October 1995.

BS202: An original part welded/part riveted steel-bodied *SOP* car, owned by Steamrail since October 1995, it entered service in November 1937 as coach number 2 — classified in August 1939 as 2AS.

In October 1982 it was converted to economy car 2BS, later renumbered BS202 in December 1984.

BS203: Entering service in December 1948 as first class sitting car 10AS, in December 1984 it was converted to economy class 3BS and renumbered BS203 in April 1985.

Employed by West Coast Railway since 1993 and owned since April 1995, it is currently out of service, being damaged in the September 1995 Werribee derailment.

BS204: This was purchased by SLSPG in October 1995. Of part welded/part riveted construction, it entered service in November 1937 as *SOP* first class coach number 4. In 1939 it was renumbered and classed 4AS and converted in November 1983 to economy sitting car BS204.

BS205: 14AS, the third last first class compartment car to be built, was put into service in May 1950. It was converted into economy class and, in December 1983, renumbered BS205.

It left V/Line service in September 1993 on lease to West Coast Railway, being purchased in April 1995 after company safety accreditation was received.

BS206: With wheel flanges in poor condition, this car was removed from V/Line service in June 1994 after a trip to South Geelong. This economy car entered traffic in May 1940 as first class sitting car 8AS. Constructed in a time of austerity during the WW2 years, the internal walls and partitions were painted instead of panelled with polished wood veneer, as used in earlier cars.

It was reclassified as AS206 in July 1984, being converted to economy car BS206 in October 1985. In October 1995 ownership changed to West Coast Railway.

BS207: First class coach number 5 of the *SOP* fleet entered service in April 1938 and was classified as 5AS in August 1939. Together with 3BS, this car was in the consist of the last broad gauge run of the *SOP* on April 16, 1962. It was later converted to economy car 7BS in August 1983, and finally reclassified as BS207 in April 1986.

One of the batch of 12 cars leased by West Coast Railway in September 1993, it was purchased by the company in April 1995.

BS208: This car started service as second class 8BS in April 1955. It was the first of a further batch of BS cars, the last of the initial batch being built 15 years previously.

In December 1984 it was reclassified BS208 and sold to West Coast Railway in October 1995.

BS209: This was one of the first carriages built for the *SOP* in 1937. It was initially known as coach number 1 and during 1939 was classified as first class 1AS. In September 1984 it was converted to economy class BS209.

It was retired from V/Line service in March 1994. Its last run was on an up Traralgon service.

The carriage became the property of Steamrail in October 1995.

BS210: Withdrawn from V/Line service with a defective generator after an up trip from Warrnambool in February 1994, it is now the property of West Coast Railway, since October 1995.

This car entered service in December 1952 as first class 15AS, was renumbered AS210 in November 1984 and converted to economy class BS210 in September 1985.

BS211: Coach number 3 of the original *SOP* in 1937, it was classed as 3AS in 1939. In July 1976, this first class car was in the consist of the up Port Fairy pass, when it derailed at the up end of Laverton station. One person was killed and seven injured in the incident.

In August 1984 this car was converted to economy class car BS211 and in October 1995 was sold to SLSPG.

BS212: This is one of six BS cars currently held in storage by V/Line for possible future use. This car went into service in May 1949 as first class compartment car 13AS on the *SOP* and *Albury Express*. Four years later it was converted to composite sitting car 2ABS and re-entered traffic on the *Overland* in July 1953. Four compartments had been changed to second class configuration.

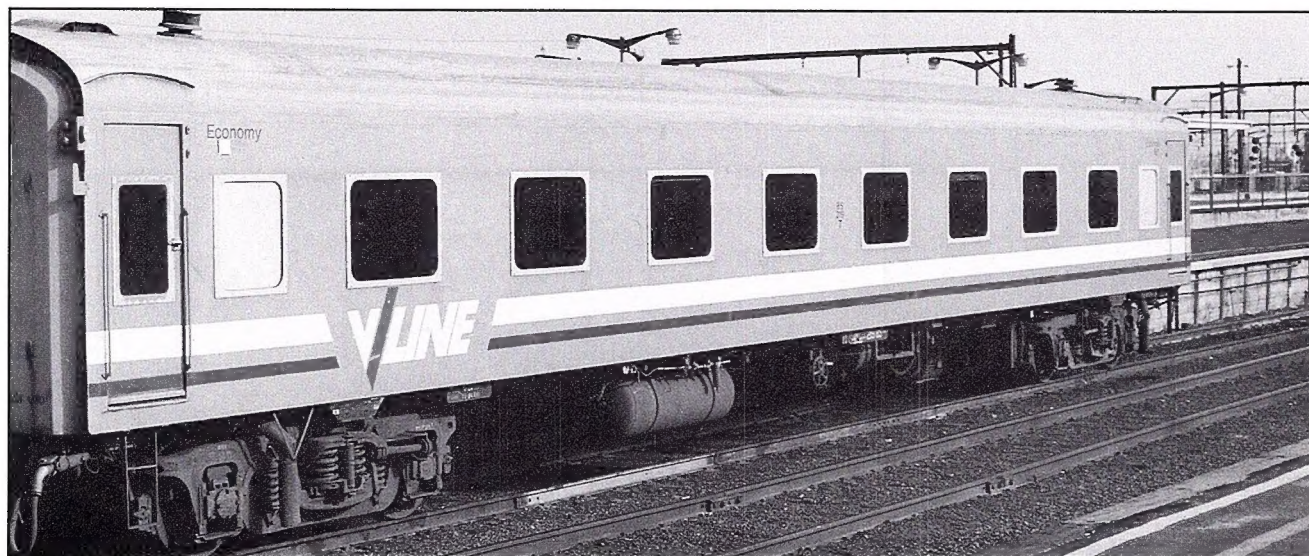
It was returned to Victorian country service in February 1967 and converted to 15BS by November 1972. In June 1983 it was renumbered BS12 and in May 1985 further renumbered as BS212.

BS213: Entering traffic as second class coach number 7 of the original *SOP* in November 1937, its last run on Government operated transport was on an up Traralgon pass, in April 1994. It was damaged in a shunting collision and removed from operations. The car was purchased by Steamrail in October 1995.

In the intervening 57 years it experienced a number of changes. Mid-1939 saw the part riveted/part welded car classed as 2BS, with conversion to mini-buffet 1MBS in January 1966 for use on the Mildura *Sunlight* service from February 1966 until the train ceased running in April 1967.

It was transferred to the *Albury Express* in July 1967 and used on this service for many years. December 1983 saw it converted and reclassified as BS213.

219BS at Spencer Street in April 1995. Built in 1940 as 5BS, this car has undergone many modifications. It was converted to 2VAC, a composite sitting/sleeping car for use on the *Spirit of Progress* on the Melbourne - Canberra service. It later was converted to a sleeper for use on the Mildura line and was classified SS286. It is now in V/Line storage pending possible future use



BS214: Now located at Seymour, owned since October 1995 by SLSPG, this car entered service in January 1956 as second class 11BS. Six years later with the standard gauge reaching Melbourne, this carriage was re-gauged and renumbered as economy car 2VFS in March 1962 for use on the Sydney service. It was renumbered VFS214 in the mid-1980s.

In December 1990 it was converted back to broad gauge and reclassified as BS214.

BS215: This car is still on V/Line register, but in storage for possible future use. It was outshopped for service in July 1955 as second class 9BS, converted to standard gauge in April 1962, initially known as 4VFS and in February 1964 was outshopped as 2VFR. One compartment had been fitted out to serve refreshments. It entered service on the *SOP* on 1 March 1964. With the introduction of the new numbering system, in 1984 it became VFR215. In December 1990, it reverted to broad gauge and commenced service as BS215.

BS216: Built in April 1956 as second class car 12BS, with the introduction of standard gauge it was converted in gauge and layout and numbered 1VFX. It re-entered service in March 1962 as a second class compartment car with two compartments allocated for the use of staff and train hostess. In 1984 it was renumbered VFX216.

With the demise of the *SOP* and the *Melbourne and Sydney Expresses*, it was converted back to broad gauge and a BS car numbered 216. It re-entered traffic in November 1991 and is now in V/Line storage.

BS217: This car is the twin of BS216 and has comparable history. Built as 13BS in June 1956, it became 2VFX, VFX217 and then BS217 in October 1991. It is likewise in storage.

BS218: This unit was outshopped in July 1940 as 6BS second class compartment sitting car, with the wartime austerity interior finish painted, rather than wood veneered, as were the original *SOP* cars.

For the opening of the standard gauge to Melbourne, it was rebuilt in April 1962 as 1VAC, a composite sitting and sleeping carriage for use on the *SOP*, providing a Melbourne-Canberra through service. One sitting compartment was available for first class passengers and another for second class passengers. Six compartments were rebuilt as sleeping compartments, each in twinette configuration with private showers and toilets. A conductor's cabin was also provided.

The Canberra service terminated in August 1974, but this car remained on the standard gauge until it was changed back to broad gauge about 1977, being used on the Mildura line.

In February 1978 it was modified to a full 16 berth sleeper, classified as VR sleeper number 15. In April 1985 it became known as SS285. After conversion at Bendigo Workshops, it was in traffic in June 1990 numbered BS218 but is now in V/Line storage.

BS219: This car is also in storage pending possible future use. It is the twin of BS218. Built in June 1940 as second class 5BS, it was converted to sg 2VAC (April 1962), VR bg sleeper number 16 (February 1978) and in December 1984 was classified as SS286. In December 1989 it was running as BS219. The six BS cars in V/Line storage were taken out of service in the early part of 1995.

ACZ Class: 52 seat first class saloon cars with conductor's cabin

Total in class 13, numbered 251-263.

A number of these cars are currently being converted to economy class BCZ.

ACZ251: Built as first class saloon sitting car 1AZ (Z denoting saloon) in November 1956 at Newport Workshops, it was the first of 26 first and second class steel cars of this type. Thirteen of each class were constructed over a period of six years.

In May 1984 it was renumbered AZ251 and later reclassified ACZ when a guard's cabin was fitted at Bendigo Workshops. This area is now used by the conductor.

It was stored at Bendigo between April and September 1995 and in October 1995 it was reclassified economy and recoded BCZ251 at CMD, Dudley St. All tables had been removed and the vehicles turned to have the van at the west end.

ACZ252: This was built in March 1957 as 2AZ, and in July 1984 reclassified ACZ252 when the guard's cabin was added at Bendigo Workshops. This vehicle was used in the *Royal Train* consist for a journey to Geelong in April 1988.

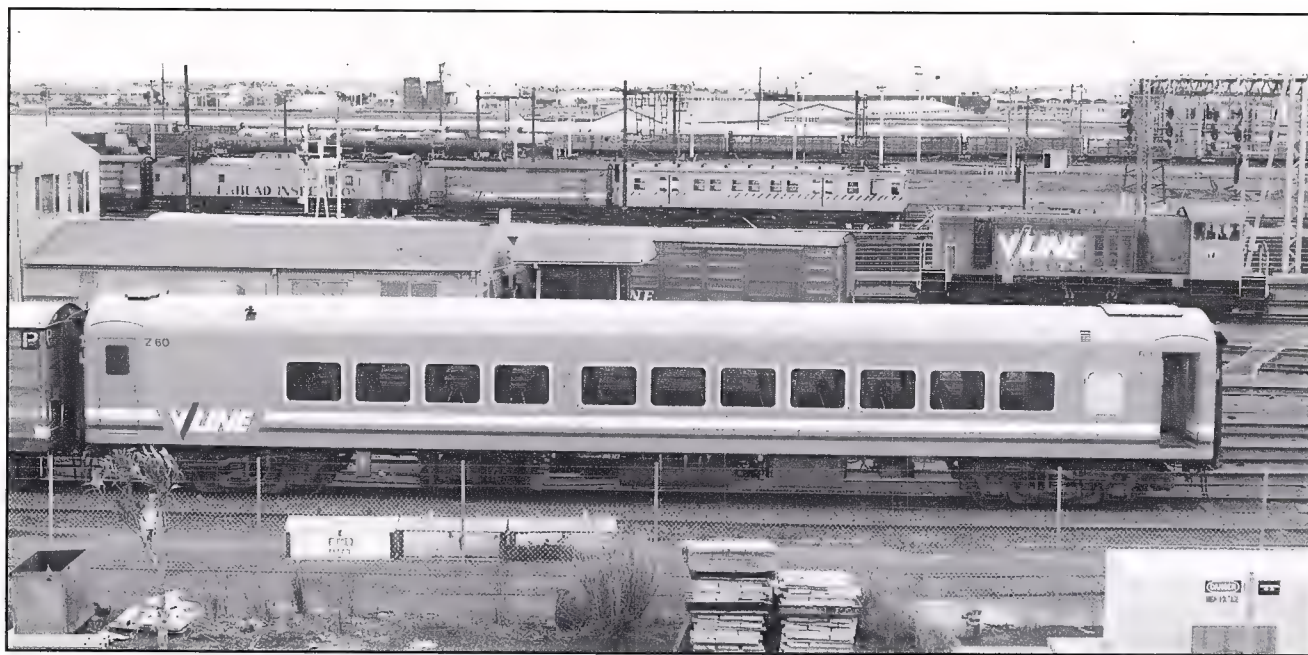
It was among the cars leased to West Coast Railway in September 1993, being later purchased by them in April 1995.

ACZ253: Built as 3AZ in August 1957, it was the first car to be converted, renumbered ACZ253 and in service in February 1984. It was placed into storage at Bendigo in April 1995 and retrieved in September to ease a carriage shortage caused by the derailment at Werribee.

In December 1995 it was recoded BCZ253 at CMD, Dudley Street.

255ACZ at Mildura in January 1987. This car entered service in December 1957 as 5AZ and is now owned by West Coast Railway. It was damaged in the Werribee derailment in September 1995





260ACZ in the Spencer Street passenger yard in July 1995. This car was built in July 1959 as first class saloon 10AZ. It was converted to standard gauge 2VBK in October 1961 and was converted to broad gauge service in June 1991. This car was the leading carriage in the Werribee derailment

ACZ254: Entering service in November 1957 as first class 4AZ, it was fitted with a guard's cabin and in service as ACZ254 in October 1984. Early in 1995 it was withdrawn from service and stored at Ballarat. It has since been returned to Newport for maintenance and repainting.

ACZ255: Leased since September 1993 and owned by West Coast Railway since April 1995, this car was damaged in the September 1995 derailment at Werribee and is out of service awaiting repair. It entered service in December 1957 as 5AZ and converted to ACZ255 in August 1984.

ACZ256: This car was in storage at Ballarat for about seven months and moved to Newport Workshops in September 1995 for repair and recoding as BCZ256, before returning to traffic. It started life as first class 6AZ in February 1958 and in December 1984 was converted to ACZ256.

ACZ257: The third ACZ car now owned by West Coast Railway and in regular service, this car was built in May 1958 as 7AZ, and in June 1985 was converted to ACZ257.

ACZ258: In storage at Bendigo from April to September 1995, this car was returned to CMD, Dudley St. and converted to BCZ258 and ready for service in October 1995. It was built in June 1958 and converted to ACZ258 in April 1985.

ACZ259: Built in September 1959 as 12AZ, it was one of 19 AZ, BZ and BS cars transferred to standard gauge bogies at Dynon between February and April 1962 for operation on the two standard gauge *Spirit of Progress* train sets provided by the VR for Melbourne - Sydney service.

It was recoded 1VBK (first class saloon) in September 1961 and by 1983 it was renumbered VBK259. In 1990 it was converted to an ACZ car and as ACZ259 re-entered broad gauge service in December 1990. The conversion had been carried out at Ballarat Workshops.

This is the only ACZ car regularly being used as a first class carriage in the V/Line S/Z fleet.

ACZ260: Entering service in July 1959 as first class saloon 10AZ, it was recoded 2VBK in October 1961 when converted to standard gauge operation. After renumbering to VBK260 in December 1983, it continued to operate on standard gauge until converted to ACZ260 at Ballarat and was ready for broad gauge service in June 1991.

It was this car, while on short term lease to WCR, that was the lead car on the train which derailed at Werribee in September 1995. It is still held in storage and likely to re-enter service as economy BCZ.

ACZ261: Now serving as BCZ261 after conversion in October 1995, this car was built as 11AZ in August 1959. It became standard gauge car 3VBK in October 1961, was known as VBK261 in April 1984 and in October 1990 went into workshops for conversion to ACZ. In March 1991 it emerged as broad gauge ACZ261 and was in service the following month.

ACZ262: At the time of writing, this car still operates as ACZ but has been available for economy passengers. In use since May 1959 as 9AZ, from December 1961 as sg 4VBK, from 1983 as VBK262, it was the first VBK car to be converted to broad gauge ACZ. This occurred in March 1986.

ACZ263: This first class car ran for a period of about eight months between November 1990 and June 1991 as AZ263 after conversion from standard gauge VBK263 in 1990, before the guard's cabin was added and recoding to ACZ263 took place. Built in November 1959 as 13AZ, it was modified and recoded 5VBK with the coming of standard gauge in 1962. Renumbering to VBK263 took place in 1983, followed in November 1990 by regauging and recoding to AZ263. It had been converted to ACZ263 by November 1991.

In December 1995 it was changed to economy car BCZ263.

BZ class: 68 seat economy saloon cars

Total in class 7, numbered 264-270.

BZ264: Built in April 1957 as 1BZ, a 68 seat second class saloon car, in common with all the units in this class, it has remained on broad gauge to the present, has not experienced major conversion and has been renumbered only once. This unit became BZ264 in June 1984 and is still in regular V/Line use.

BZ265: June 1957 saw the introduction of 2BZ which in April 1984 became known as BZ265. In May 1996, conversion to a BZN car commenced at Newport.



BZS276 at Spencer Street in September 1994. Built as 8BZ in March 1959, it was converted to standard gauge 6VFK in 1962. It recommenced on the broad gauge network as BZS276 in April 1992 and was converted to BZN276 in July 1995

BZ266: This car is still in V/Line service, having been changed from the original number 3BZ in May 1985. It was built in October 1957.

BZ267: Leased by West Coast Railway when they commenced operation in September 1993 and purchased in April 1995, this car entered service in August 1958 as 4BZ, being renumbered in September 1983.

BZ268: As 5BZ it went onto the register in October 1958. V/Line changed the number to BZ268 in December 1984 and it is still operated by V/Line with that number.

BZ269: The second of three BZ cars leased and later sold to WCR in April 1995, on building in December 1958 it was coded 6BZ, with a change to BZ269 in November 1984.

BZ270: Now owned by WCR, this car was damaged in the derailment at Werribee in September 1995 and is still under repair. First entering service in February 1959, it was coded 7BZ and remained thus until November 1983 when it was changed to BZ270.

BZN276 at Spencer Street in December 1995



As with the other two West Coast Railway BZs, purchase from V/Line took place in April 1995.

BZS class: 64 seat economy saloon cars

Total in class 6, numbered 271-276.

The S suffix to the BZ classification indicated that these cars had 64 seats rather than 68. While these six cars operated on standard gauge, there was a partition dividing the space into smoking and non-smoking areas. This resulted in the loss of four seats. In their short period of about 4-5 years service as BZS, some of the cars had the central partition removed permitting reversion to 68 seats.

BZS271: Built as 12BZ in June 1960, it was converted and given standard gauge bogies in September 1961 and coded 1VBK. After renumbering of the second class saloon car in 1984 to VFK271, it went back into broad gauge service as BZS271 in December 1990, the first BZS in traffic. It was outshopped from Newport in May 1996 as BZN271.

BZS272: This carriage entered traffic as 9BZ in December 1959. Converted for standard gauge use in September 1961, it was coded 2VBK, to be renumbered in December 1984 as VFK272. Change to broad gauge in October 1992 saw it classified as BZS272.

The year 1995 saw the start of a further conversion of this class to BZN. The aim was to increase the seating capacity to 76 seats, using N class carriage style seating. The four toilet/wash rooms were to be removed and replaced by a single large toilet compartment at the eastern end suitable for disabled passengers.

BZS272 was taken to Newport Workshops for conversion and outshopped in December 1995 as BZN272.

BZS273: February 1960 saw the introduction to service of second class saloon car 10BZ. In October 1961 with standard gauge conversion, it was reclassified as 3VFK. This changed to VFK273 in 1984. It was changed again back to broad gauge in January 1992, being recoded BZS273.

In November 1995 it was taken to Newport for conversion to BZN and outshopped in April 1996.

BZS274: This car received this classification in March 1992 after conversion from standard gauge. It was built in April 1960 as 11BZ. It was converted to standard gauge in December 1961 as 4VFK, with renumbering in November 1984 to VFK274 and in December 1995 it was moved to Newport for conversion to BZN.

BZS275: Built early in 1961 as 13BZ, it was burnt out at Newport Workshops in April 1961 before entering traffic. It was rebuilt and converted to standard gauge as 5VFK, being outshopped in February 1962 and renumbered VFK275 in 1984. It was removed from standard gauge in January 1990 and entered traffic as BZS275 in December of that year.

Following further conversion, it was in traffic again in March 1995 as BZN275 — the first BZN outshopped.

BZS276: As 8BZ it joined the government fleet in March 1959. It was converted to standard gauge 6VFK in February 1962, renumbered to VFK276 in 1984. It recommenced intra-state running as BZS276 in April 1992 and since July 1995 has run, after conversion, as BZN276.

This ageing sitting car fleet, with appropriate maintenance, can still provide comfortable, safe, airconditioned travel and, no doubt, NEWSRAIL readers will continue reading with interest of the future operation of these 55 cars in private and government hands on broad gauge.

CAN YOU IDENTIFY THE ORIGIN OF THE S AND Z CARS?

Coded as built: **Coded now *(6/1996):**

Coach No.1 (1AS)	BS209 (SR)
Coach No.2 (2AS)	BS202 (SR)
Coach No.3 (3AS)	BS211 (SLSPG)
Coach No.4 (4AS)	BS204 (SLSPG)
Coach No.5 (5AS)	BS207 (WCR)
6AS	BRS221 (WCR)
7AS	Scrapped
8AS	BS206 (WCR)
9AS	BRS229 (WCR)
10AS	BS203 (WCR)
11AS	BS201 (WCR)
12AS	BRS223 (WCR)
13AS	BS212
14AS	BS205 (WCR)
15AS	BS210 (WCR)
16AS	BRS222 (WCR)
Coach No.6 (1BS)	BRS226 (SLSPG)
Coach No.7 (2BS)	BS213 (SR)
Coach No.8 (3BS)	BRS227 (SGR)
Coach No.9 (4BS)	BRS225 (WCR)
5BS	BS219
6BS	BS218
7BS	BRS224 (WCR)
8BS	BS208 (WCR)
9BS	BS215
10BS	Mitta Mitta (V/L staff car) (BRS228)
11BS	BS214 (SLSPG)
12BS	BS216
13BS	BS217
14BS	BRS230 (SR)
1AZ	BCZ251
2AZ	ACZ252 (WCR)
3AZ	BCZ253
4AZ	ACZ254
5AZ	ACZ255 (WCR)
6AZ	ACZ256
7AZ	ACZ257 (WCR)
8AZ	BCZ258
9AZ	ACZ262
10AZ	ACZ260
11AZ	BCZ261
12AZ	ACZ259
13AZ	BCZ263
1BZ	BZ264
2BZ	BZ265
3BZ	BZ266
4BZ	BZ267 (WCR)
5BZ	BZ268
6BZ	BZ269 (WCR)
7BZ	BZ270 (WCR)
8BZ	BZN276
9BZ	BZN272
10BZ	BZN273
11BZ	BZS274
12BZ	BZN271
13BZ	BZN275

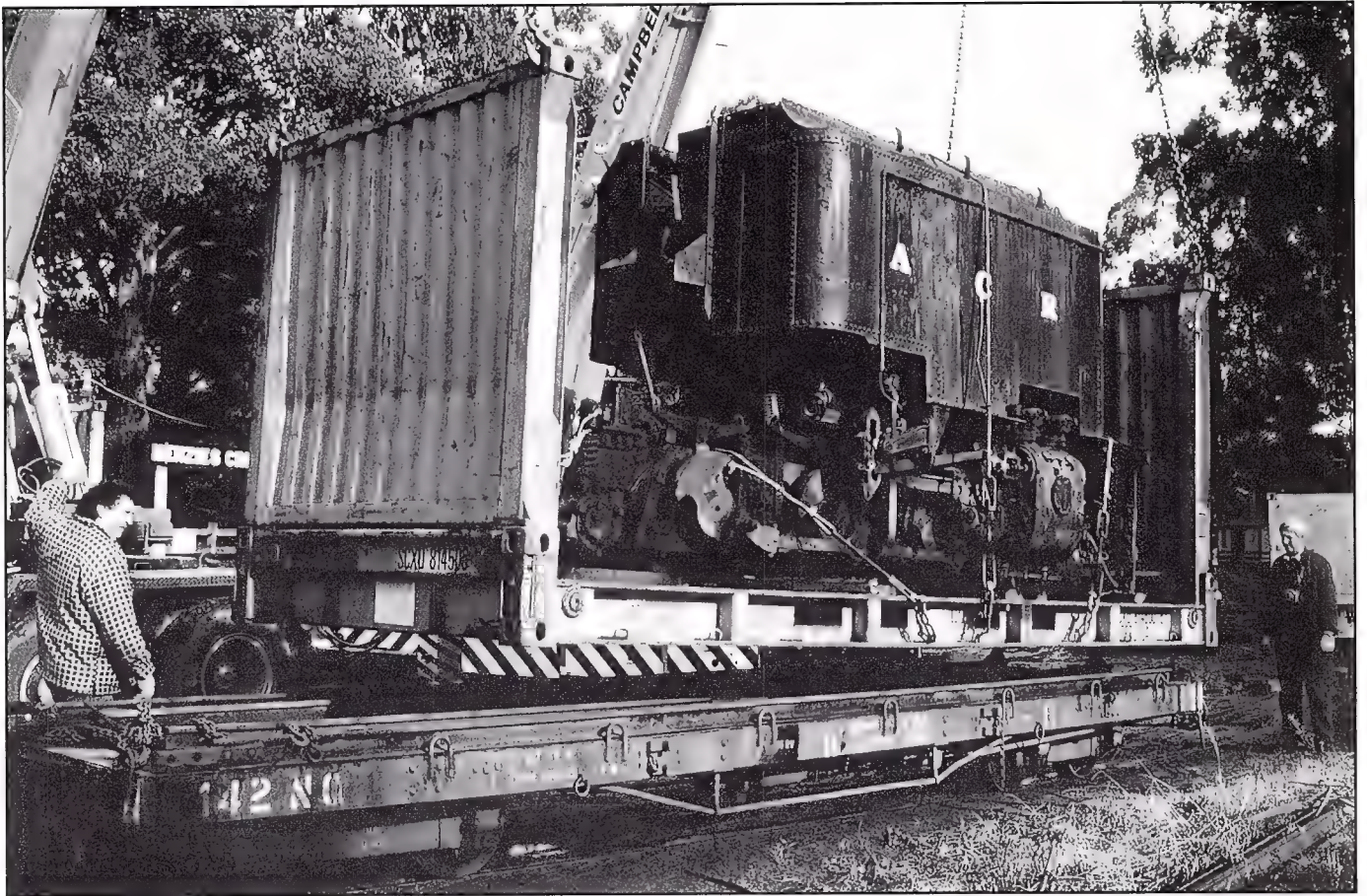
*Owned by V/Line except where indicated.

WCR — West Coast Railway.

SR — SteamRail.

SLSPG — Seymour Loco Steam Preservation Group.

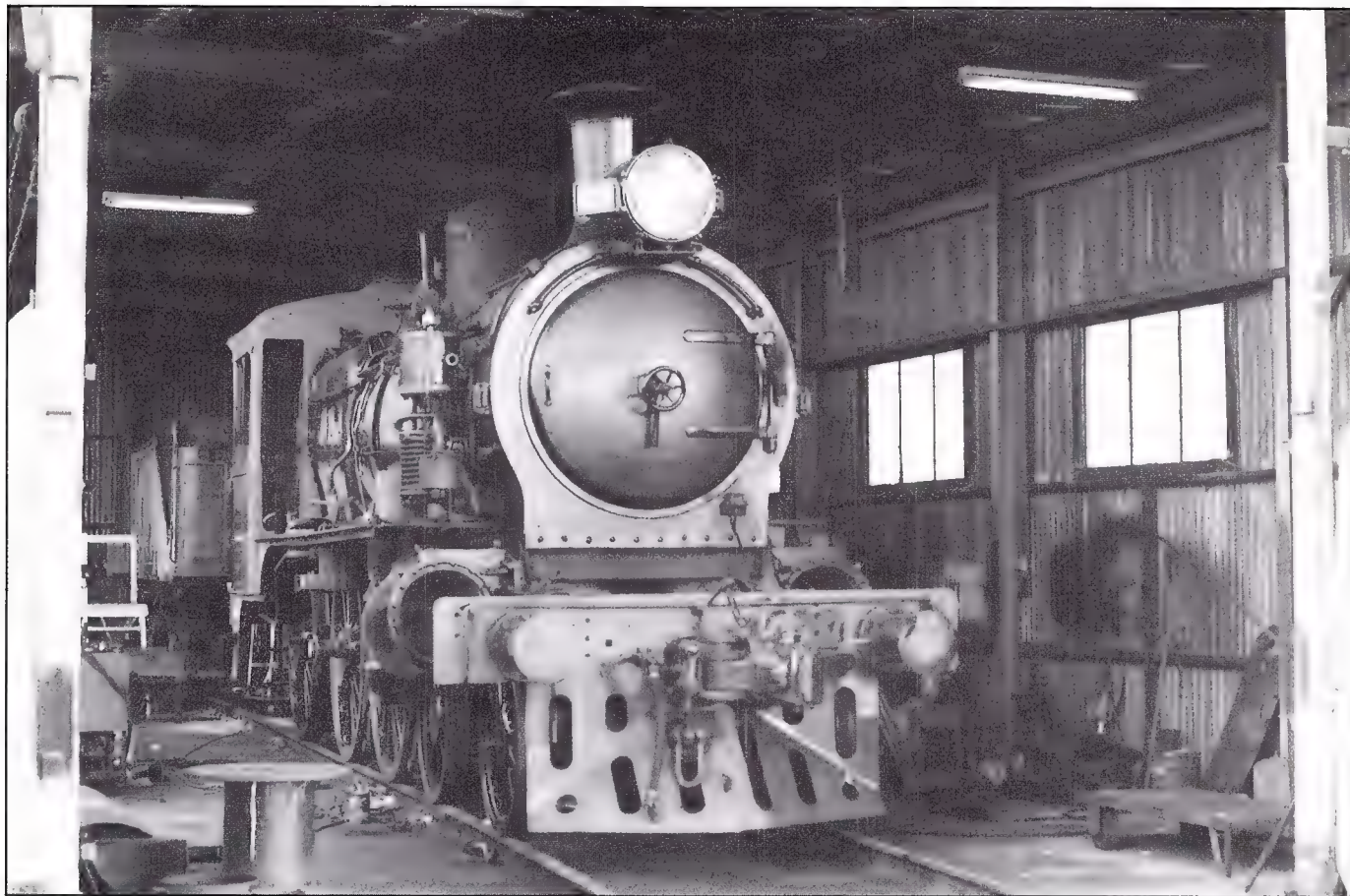
SGR — South Gippsland Railway & Great Southern Railway Society.



ACR GARRATT

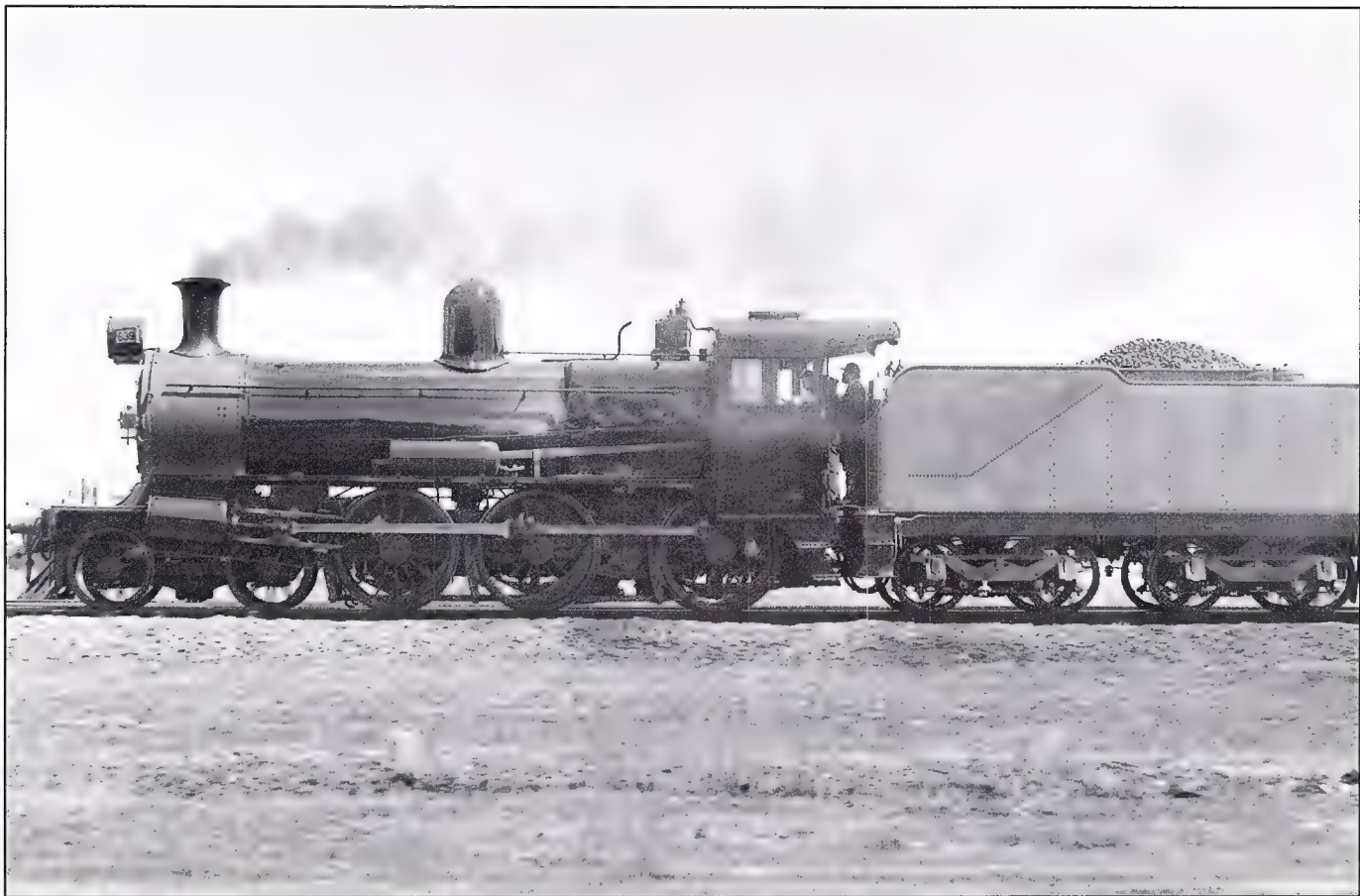
- Above: The loading of the rear engine unit of ex Alfred County Railway NGG16 Garratt loco No.129 onto 142NQR at Menzies Creek is watched by engineer John Munro. Thurs.8.8.96
- Below: D21 cautiously crosses the Monbulk Creek trestle en route to Belgrave with the boiler unit of NGG16 No.129. Tues.13.8.96 *Both photos Peter Ralph*





THE D³ RETURNS

- Above: D³639, disguised as D³658, stands in H shed at the Steamrail Depot.
- Sat.8.6.96 *Colin Pike*
- Below: 4-6-0 steam locomotive, D³639 has been restored by Steamrail.
- The partially painted locomotive is seen near Deer Park on Tues.5.11.96 returning
- from its first test run to Bacchus Marsh *Graham Withers*



ARHS SLIDE COMPETITION

For many years, the ARHS has run a monthly slide competition in which members may enter up to four slides that are judged against a set topic. At the end of each year the eleven monthly winners are judged against each other and the 'Winner of Winners' is awarded the C D Gavan Duffy Award. This year, in response to a suggestion from a country member who is unable to regularly attend monthly meetings, NEWSRAIL publishes the C D Gavan Duffy Award winner and a selection of the monthly winners. The winner of the C D Gavan Duffy Award was Roger Gillard whose magnificent photograph of an S.A.R. 19D 4-8-2 is published on the back cover.

The monthly topics and the winners were as follows:

January	Superfreighter	Terry Dexter
February	X class	Terry Dexter
March	Loco hauled passenger train	Roger Gillard
April	Tunnel portal	Steve Hatton
May	Regional freight centre	Stuart Turnbull
June	Tramway depot	Bill Kingsley
July	Colour light signals	Stuart Turnbull
August	EMU	Bill Kingsley
September	Steam at speed	Colin Pike
October	Head on shot	Mark Cauchi
November	Train in the trees	Bill Kingsley



- **Above: April – Tunnel portal. 61RM exits Big Hill tunnel on its delivery run to the Castlemaine and Maldon**
- **Railway. Sat.3.7.93** *Steve Hatton*
- **Below: October – Head on shot. 56RM departs Bairnsdale on Sat.17.9.94** *Mark Cauchi*





February – X class. X42 heads a down empty wheat train on the Bendigo line at Sunshine on Tues.20.4.82 *Terry Dexter*

January – Superfreighter. G540 passes through Bacchus Marsh with an up superfreighter on the morning of Thurs.26.11.92
Terry Dexter



August – EMU. The PTC's preserved Tait set departs Westona station for Laverton in February 1990 *Bill Kingsley*



DERBY DAY

- Above: An empty Hitachi set departs Flemington Racecourse for Flinders Street where it will pick up another load of racegoers. Sat.2.11.96
- Below: It is Derby Day and the signal box shutters are open as a Comeng set arrives at Flemington Racecourse. Over 20,000 patrons travelled to the Derby Day races by train. Sat.2.11.96 Both photos Stuart Turnbull





422 class locomotives continue to be used 'in the shafts' on National Rail's freight services between Melbourne and Sydney. G519-42208-42207-42216 lead 5MS4 into Menangle (NSW) on Fri.15.11.96

422's IN THE SHAFTS

C504-42212-42203 snake through Chullora Junction (NSW) with 5MB4 on Fri.15.11.96



G517-42204 lead steel train 5YB4 through Auburn (NSW) en route to Clyde on Sat.5.10.96. This diversion was due to the 'Y Link' at Granville being commissioned from 4.10.96 until 7.10.96 All photos Jamie Fisher

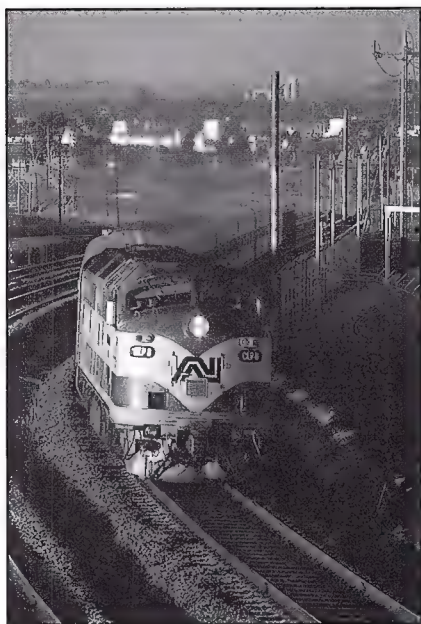
OPERATIONS

An overview of recent sightings and observations

MASTER TRAIN PLAN

A new Master Train Plan was issued on 13 October 1996.

Set out alongside is a list of standard gauge trains on the north east and western lines with their scheduled times at Wallan and Manor Loop.



CLP8 approaches North Shore with the eastbound *Overland* on Sat.2.11.96
Graham Withers

ARHS RAILWAY MUSEUM

Open every Saturday and Sunday and Public Holidays (except Christmas Day and Good Friday): 12 noon - 5 p.m.

Also school holidays —
Wednesdays 1 - 4 p.m.

Mid week visits by arrangement:
Phone 9596 3249

Buffet car available for children's parties and special functions.

Enquiries:
Phone museum 9397 7412

CHAMPION ROAD
NORTH WILLIAMSTOWN

WALLAN:

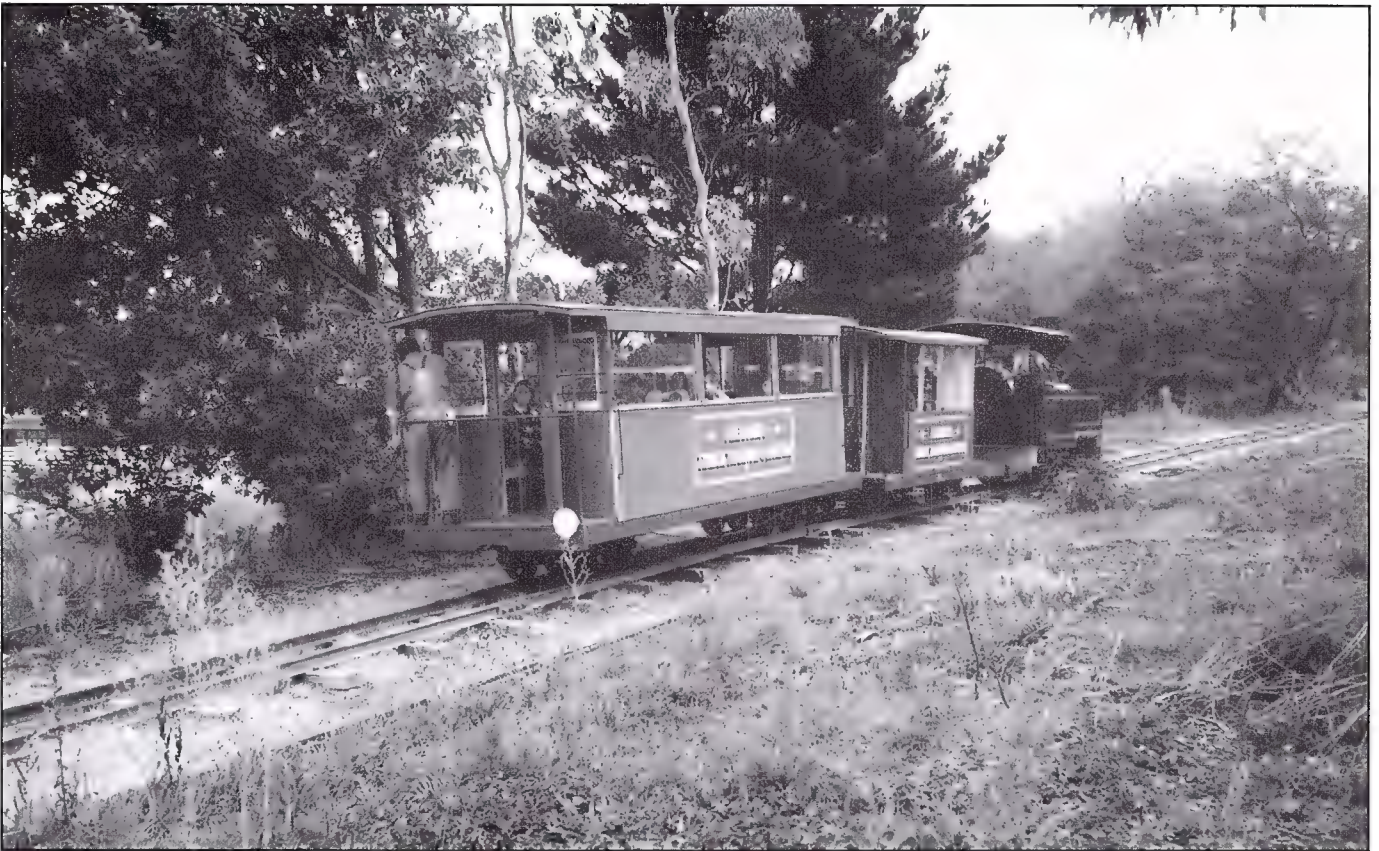
Time	No.	Train	To/From	Runs
00 08	9801	1NP2 GOODS	CLYDE-ADELAIDE	SU
00 34	3247	7BM4 S/F	BRIS-MELB	SU
00 56	3249	6BM2 S/F	BRIS-MELB	SA
00 58	9801	*NP2 GOODS	CLYDE-ADELAIDE	M TU W TH F
01 24	3249	*BM2 S/F	BRIS-MELB	TU TH
01 54	9801	7NP2 GOODS	CLYDE-ADELAIDE	SA
02 40	3247	*BM4 S/F	BRIS-MELB	TU W TH F SA
06 18	8612	ST1 XPT	SYD-MELB	SU M TU W TH F SA
06 59	3175	*SM5 S/F	CHULLORA-MELB	TU W TH F SA
07 13	3175	*SM5 S/F	CHULLORA-MELB	SU M
07 40	3177	*SM7 S/F	CKS RIVER-MELB	TU W TH F SA
07 43	9691	GOODS	MELB-BANDIANA	M TU W TH F
08 28	3177	7SM7 GOODS	CKS RIVER-MELB	SU
09 11	8611	ST4 XPT	MELB-SYD	SU M TU W TH F SA
11 16	3508	6WM3 GOODS	PT KEMBLA-MELB	SA
12 49	3308	*MW2 GOODS	MELB-PT KEMBLA	SU M TU W TH F SA
14 22	3508	*WM3 GOODS	PT KEMBLA-MELB	SU M TU W TH F
14 51	3112	*MB2 S/F	MELB-BRIS	M W F
15 21	3194	1MS4 S/F	MELB-CHULLORA	SU
17 04	9652	GOODS	BANDIANA-MELB	M TU W TH F
17 11	3294	7MS4 S/F	MELB-CHULLORA	SA
17 51	8622	ST3 XPT	SYD-MELB	SU M TU W TH F SA
17 54	3194	*MS4 S/F	MELB-CHULLORA	M TU W TH F
18 51	3196	*MS6 S/F	MELB-CKS RIVER	M TU W TH F
18 51	3210	7MB4 GOODS	MELB-BRIS	SA
19 51	3110	*MB4 S/F	MELB-BRIS	M TU W TH F
19 56	3296	7MS6 S/F	MELB-CKS RIVER	SA
20 46	8621	ST2 XPT	MELB-SYD	SU M TU W TH F SA
22 32	9804	*YB4 GOODS	ADEL-CKS RIVER	M TU W TH F SA
22 58	9804	1YB4 GOODS	ADEL-CKS RIVER	SU

MANOR LOOP:

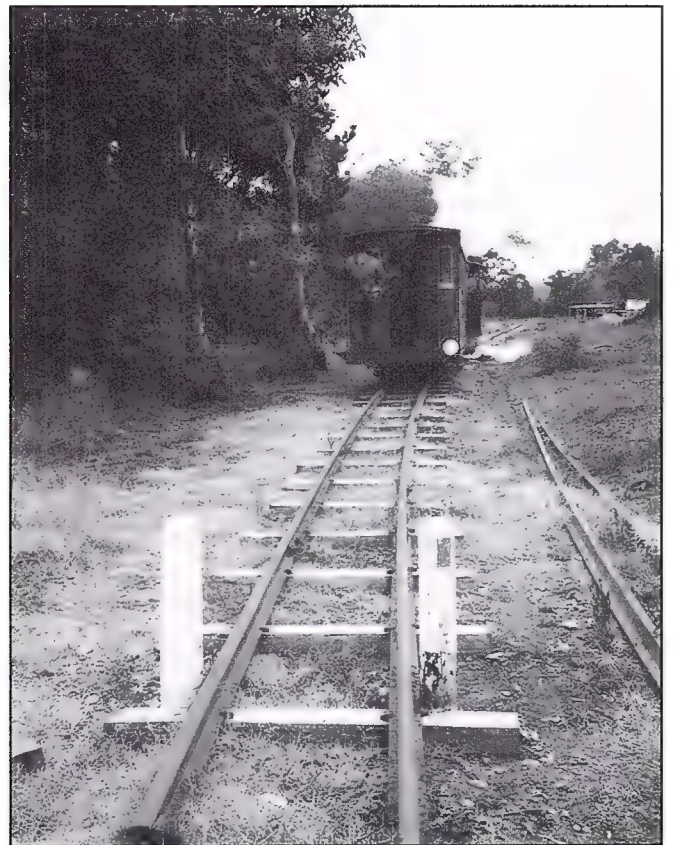
Although individual passage times vary, the average between Tottenham B Box and Manor Loop is 40 - 45 minutes and that between the loop and Gheringhap between 40 and 50 minutes.

Time	No.	Train	To/From	Runs
00 11	9715	*MP7 T/RAIL	MELB-ADELAIDE	TU F
00 48	9752	1PM9 S/VAN	PERTH-MELB	SU
01 22	9713	5MP6 S/F	MELB-PERTH	TH F
01 22	9721	2MA2 GOODS	MELB-ADELAIDE	TU
01 41	9792	S/F	DIMBOOLA-MELB	M TU W TH F
01 48	9721	4MA2 GOODS	MELB-ADELAIDE	W
01 48	9713	7MP6 S/F	MELB-PERTH	SA
03 07	9721	5MA2 GOODS	MELB-ADELAIDE	TH
03 18	9721	6MA2 GOODS	MELB-ADELAIDE	F SU
03 25	9716	*PM6 T/RAIL	ADELAIDE-MELB	TH SU
04 24	9712	*PM5 S/F	ADELAIDE-MELB	TU F
04 52	9712	*PM5 S/F	ADELAIDE-MELB	M W TH SA
07 02	8702	*AM8 O/LAND	ADELAIDE-MELB	SU M TU W TH F SA
07 30	9754	*AM4 S/F	ADELAIDE-MELB	M TU W F
09 00	9702	*AM5 S/F	ADELAIDE-MELB	SU M TU W TH F SA
10 40	9801	*NP2 GOODS	SYD-ADELAIDE	SU M TU W TH F SA
10 44	9714	*PM6 S/F	ADELAIDE-MELB	M TU TH F
12 12	9752	4PM9 S/VAN	PERTH-MELB	TH
13 22	9722	*AM2 S/F	ADELAIDE-MELB	TU W TH F SA
16 44	9804	1YB4 GOODS	ADELAIDE-SYD	SU
16 48	9804	*YB4 GOODS	ADELAIDE-SYD	M TU
16 56	9804	*YB4 GOODS	ADELAIDE-SYD	W TH F SA
18 48	9753	*MA4 S/F	MELB-ADELAIDE	M TU TH F
19 39	9701	*MA5 S/F	MELB-ADELAIDE	SU M TU W TH F SA
20 13	9751	*MP9 S/VAN	MELB-PERTH	TU F
21 11	8701	*MA8 O/LAND	MELB-ADELAIDE	SU M TU W TH F SA
22 14	9711	*MP5 S/F	MELB-ADELAIDE	SU M TU W TH F SA
23 36	9791	S/F	MELB-DIMBOOLA	M TU W TH F

ALEXANDRA TIMBER TRAMWAY AND MUSEUM



- Above: Fowler 0-6-0T 11885 of 1909 hauls two cars on the recently re-opened tramway at Alexandra. Sun.7.4.96
- Below left: The Fowler of 1909 returns from a run on the 400 metre track extension of the Rubicon Tramway. Only 21.600 km to Rubicon. Sun.7.4.96
- Below right: The end of the line of the recent extension along the original tramway formation from Alexandra towards Rubicon. Sun.7.4.96 *All photos Peter Medlin*



— FROM —

THE FIREMAN'S SIDE

by J G (Jo) Glasson

The fifth in a series of reminiscences

This brought a cloud over the depot, as we all considered 'Pistol Packin Momma' (one of Ted's favourite quotes) as a friend.

Charlie and I were booked for the 12 25 up, very leisurely, stop all stations, wayside delivery goods. We were scheduled to change over with the down, stop all stations, passenger, timetabled to arrive at Warragul at 20 25. On change over at Narre Warren, the passenger crew told us the news. They had been allocated a freshly reconditioned A with top quality coal but at the last minute were told to change over to the locomotive they were driving.

They described it as nearly a locomotive. It was of the old style bunker, which meant the coal had to be continually trimmed. It had Stephenson's Link motion gear, steam was blowing from the cylinder cocks, the tubes were badly blocked and the fire was ready to drop out of the door.

As well, there was no brick arch or baffle plate and the coal could only be described as such if you wanted to remain polite.

The weather was fine and warm and Charlie signed the speed chart while I threw in some coal. We received the green and got away from Berwick, but could not maintain steam pressure and could only manage 40 mph (65 km/h) instead of the required 60 mph (100 km/h).

We were 10 minutes late at Pakenham and Charlie requested the pit road so we could clean the fire, which by this time was nearly as high as the brick arch level. Charlie grabbed the pricker out of my hand, saying that he didn't want to lose all the fire.

I cleared the smokebox and took on water and in the meantime Charlie had been working like a horse to clean the firebox of ash and clinker. Clean it he certainly did! His job was so thorough that the fire had in fact been knocked right out.

'Get some wood Joey! She's out, we've got to light her up before we lose all the steam pressure.' By this time the pressure was down to 100 psi, so I threw the wood to Charlie who tossed it into the firebox. After about 20 minutes we began to make steam and she was up to 120 psi. We moved back onto the train, which we had left at the platform, and by this time were down some 35 minutes.

The passengers stuck their heads out of the windows and began to abuse us, not knowing how hard we were working. We told them that we had a lousy loco and they could expect a late arrival at Warragul, as at this stage we still had the Longwarry bank to tackle. Charlie decided he would work the pricker through the fire to clean the ash, but the fire was not a brilliant sight so we waited 10 minutes to get more steam. While I was battling the fire I also had to change the staff and receive the green from the guard. I had done all I could, so

*It was on the Noojee line
that a fireman was killed
whilst assisting in the
shunting. Teddie Faulkes
was coupling up the loco to
the train, when somehow
he was caught between
the buffers*

Charlie grabbed the shovel and told me to take her up the so and so bank while he would see if he could keep her going.

I popped the whistle and started for the bank. We were hauling seven cars and a van and the steam was up to 150 psi when we left and the best I could get was 40 mph (65 km/h). I kept her

going and Charlie told me to give her a bit more wheel (increase power). I told him the regulator was flat over and we would need another wheel as this one was flat out.

On the crucial part of the bank the steam dropped to 130 psi, so I pulled the wheel back a little for the lesser gradient and got ready for the next rise into Drouin. I gave her the lot and Charlie was looking at the fire wondering how he was going to get any more coal in as it was full again.

He rammed the pricker in again and we just made it into Drouin. Charlie took over his seat again and I grabbed the staff and threw in another fire for the Warragul section. Charlie had maintained 124-130 lbs up the bank which was a darned good effort and we eventually arrived at Warragul about 60 minutes late, with a great cheer from the passengers.

Charlie requested a relief engine from the Warragul shed as the train terminated at Traralgon and the Traralgon crew detached our locomotive and we were signalled for the pit. The locomotive was worked to Traralgon the next day for major repairs, including smokebox door sealing, blocked tubes and leaking elements. Although we worked as a team to do the best for passengers, it is a matter of very hard work when the odds are stacked against you.

I will now relate a couple of incidents that happened with driver Les Johns, Old Man Johns as he was then called. Old Man Johns was the complete opposite of Les Rushton whom I mentioned earlier.

Old Johnsy was on the yard pilot at Warragul and during a meal break came onto an up goods that Charlie and I were waiting to take out.

It was about 01 30 and a very cold night. The talk soon got around to fishing and as it was so cold Johnsy dropped the firebox door to get more warmth and it wasn't long before I noticed smoke coming from the back of his jacket.

I called out to him that his jacket was on fire and he brushed the back of his coat and said 'That's not burning, it's the oil melting out of it'. Such was the nature of the man, he was a treat 'em tough and they'll respect you later type of person.

I was fortunate to be booked with him on the 10 12 down passenger to Sale, as I waited at the platform for the arrival for a changeover. I was hoping against hope for a Walschaert A oil burner, as an oil burner would be the only way I would be able to keep up with Johnsy, as he was a thrasher of passenger trains and was always ahead of time.

What arrived was not the oil burner I was hoping for, but an old A² Stephenson link old time bunker locomotive. Johnsy said that I'd have my work cut out with this trip. I began to shake, as I had never fired for him before. Just what could I expect from him? I busied myself clearing the ash from the firebox and set a good fire with plenty under the door to avoid the fire being turned over on start up.

The loose coal on the floor was cleared and swept and I was awaiting the green from the guard. I noticed two men wearing hats alight from a carriage and, making good an opportunity to deceive Johnsy, I called him over to see if he knew them. His reply was a short 'No'. I replied that they were from North Melbourne checking out the crew's performance.

Johnsy drove that loco like a master, which made my job easier and the men with hats stayed on the train all the way to Sale. We arrived spot on time. I was able to keep it up to him. At Sale we took engine requirements and a meal and turned the loco around for the return trip.

Old man Johns enquired as to where the two blokes were. Strange, I said, they didn't leave the train. It was a fast trip to Traralgon and on arrival at Traralgon yard I spied an A² oil burner standing in No.2 yard. The crew said 'This one's yours, we're taking over your loco as it's required here'.

I was the first on the footplate, with a smile on my face. I checked the sand box and chute, as I would give the tubes a clean out up the Haunted Hills. Usually an oil burner standing for long periods without work carboned up the tubes and this had an affect on steaming. Now that I didn't have to shovel coal, I told Johnsy that the two blokes were off the train.

I could almost see the fire in his eyes. The shunter hooked us onto the train of seven cars and a van and we departed for Morwell with a full head of steam and three quarters of a glass of water. The oil in the tank was gurgling away. Johnsy had the peak of his cap reversed and had that loco really going.

As this was a relatively short section, we arrived Morwell, grabbed the staff, yelled 'Morwell-Moe' to Johnsy, received the green and were underway. It was usual to gain speed, say 40 mph (65 km/h), then coast down hill to Hernes Oak, when steaming would commence for the uphill climb over the Haunted Hills.

I started as from Traralgon, full head of steam, three quarters of a glass of water and waiting to cut the oil off for the descent, which didn't happen, and we rocketed down the bank, regulator full over. I didn't know where the wheel was, but guessed it was probably near the stop.

Johnsy's head was way outside and the locomotive was snorting like a bull. I guessed we were well over the 60 mph (100 km/h) track speed, as we careered ever onwards.

This time I was in luck, Tom Hayes was a pretty good driver and didn't flog the locomotives.

We took over the train on the down trip; it was an oil burner Walschaert A² loco. All that was needed at Warragul was to take on water and a quick wash down of the cab and fittings with hot soapy water.

There was only a couple of minutes to departure and Tom was out of his seat adjusting the oil burner controls. He said 'Don't touch'. Tom was the boss, so I replied 'Okay Tom, I'll look after the injectors'. Again, I did not question his reason for this action, but thought he was going overboard. My experience with oil burners was top class. So, I let him go.

Our first stop was Darnum. Tom brought the train to a stop, after lowering the regulator. Black smoke immediately poured out and turned day into night. He then adjusted controls for the oil and waited for the green to depart. I didn't

Kangaroos, cows, horses in the paddocks near the track took off as if their lives depended on it.

The dust from the track almost obscured the train. We tore over the Hernes Oak crossing heading for the bank. All this time I had both injectors flat out and the steam pressure was not making headway. As we rocked and rolled, I endeavoured to grab the sand chute and the sand scoop to clear the tubes. I missed the small hole in the fire door and the chute dropped onto my foot, breaking a toe (inside heavy boots at that).

I gained composure and tried again. I re-checked the firebox, water and steam pressure. The fire was okay, the steam pressure was down to 140 lbs and water was in the lower part of the glass. I still had both injectors flat out and we were four minutes ahead at this point. Johnsy looked inside — I could do no more. 'Hey' he yelled, 'where's the water?'. He went to knock on his injector which, as I said, was flat out. He must surely have bruised his hand trying to start an already operating injector.

The steam pressure at the top of the bank was 130 psi. 'We'll blow a plug' says Johnsy. I replied 'Well, you're the driver,' being careful not to offend him, 'but if the home signal is red at Moe, we will never start her up the incline'. He was in a panic, four minutes ahead on a seventeen minute section, and we were sure to get a red signal. Johnsy was on the whistle, nearly all the way down the bank and just as we approached the home signal, it changed to green. We literally rolled into Moe and stopped.

We were in luck — the fuse plug didn't blow because I reduced the firebox temperature, which prevented a catastrophe. However, and with a bit of luck, we were held at Moe for twenty minutes. The water was a long time coming into the glass and the steam pressure was increasing to 150 psi, well short of 200 psi.

Eventually we got the green, after I filled the tender with water from the column at the end of the platform. We were on our way again, this time without further trouble. Johnsy had resorted to good driving again and we arrived seven minutes late at Warragul, where we handed over to the Melbourne crew.

The next week it was reported that a lead plug had fused on the Ingliston bank and old man Johns was asked to report on his speed graph reading Morwell-Moe as a possible cause for the blown plug.

I knew how to get the best out of oil burners and not to make smoke. I had done everything to get the best results, but when you have a driver who flogs an engine like that, you are well behind the eight ball. Thank goodness that was the only trip I did with old man Johns.

touch anything, the gauge glasses were 7/8 full, and the safety valves were blowing a treat.

We were away to Yarragon. This section is downhill and it was a short steam to pick up speed, then drift. At Yarragon Tom again re-adjusted the oil flow. The safety valves were still blowing a treat and black smoke was everywhere. I sat tight and said nothing. This was repeated at all the stops to Sale.

I said nothing and refrained from speaking until we were over the pit for a meal break and engine requirements. I boiled the billy and Tom was looking pretty glum. I could say nothing, as he was the boss; if that's his way of doing it, so be it. He then spoke, 'Jo! Jo! black smoke, black smoke, blowing off, blowing off, no good, no good'.

I replied, 'That's right, Tom, now do you want to do it your way or my way — I know how to handle these beasts and I tell you now, there will be no blowing off and no black smoke.'

No matter what way you want it, I am still getting paid for doing little'.

Tom condescended, 'Jo, Jo, you take it; I won't touch'. We departed Sale on time and arrived on time Warragul, with no blowing off at the safety valves and no black smoke, save for the sand through the tubes climbing the Haunted Hills. Tom was quiet all the way, but prior to signing off he paid me a compliment, 'Jo, Jo, running on air, running on air'. 'That's right, Tom, it could have been that way on the down as well' I replied.

All was not finished with this sequel, as it was reported the next day that Tom had to give the reason why that loco ran out of oil and had to be dragged into Finders Street, after stopping at Caulfield. Needless to say, I do not know how he replied, as in reports on engine management the fireman was never consulted, it was up to the driver only to answer.

Tom and I were rostered on the 10 30 up passenger, returning with 18 10 down, again being relieved at Warragul. The trip to Melbourne with a coal burner was without incident. On arrival at North Melbourne Loco we changed locomotives, this time an oil burner, for the trip home.

Each trip and each locomotive requires different methods when standing at Flinders Street. Here there was to be no smoke, no blowing off, for fear of reprimand, so we departed the loco shed with low water and about 150 lbs of steam.

Needless to say with a coal burner, you can gradually increase the fire and water. However, with an oil burner idling way, there is still an acrid light blue smoke going everywhere, which causes eye irritations and discomfort to people standing on the platform.

After pushing the cars back for parcels and van loading, they were pulled up to the departure point, which could be a wait of 30 minutes. The water was half glass and the steam pressure about 170 lbs and increasing with the oil controls cracked on. As the blue and acrid smoke was intolerable, I shut everything off and the fire went out, which was my intention.

Tom did a back flip, 'Jo! Jo! you've put the fire out'. I told him that I knew. 'You had better light her up again' he said. I told him, 'All in good time, Tom, just before departure time I'll light her up and there'll be no blue smoke in the meantime'. At the appropriate time, I lit the waste soaked in oil, tossed it in the firebox near the oil nozzle and the fire came to life ready for the trip back to Warragul.

I consider that my knowledge of oil burners would have put Tom's mind at rest. I was booked with him on several passenger trains without further incident. At Warragul there was only a limited number of big wheel drivers who could go beyond Dandenong, because they had passed the road and signal test to go to North Melbourne.

Firing a passenger train locomotive required a lot of forward planning and co-ordination. Where the timetable stipulates station stops the staff for the section ahead was exchanged by hand and with the miniature electric staff a cane hoop was exchanged at speeds up to 12 mph (20 km/h). I found it easier to hang over the safety chain between the

engine and tender; this way I was almost level with the station master.

I do not recall having ever dropped a staff in a change, but I must confess that I have seen station staff drop the incoming staff and take fright at the crucial time of change by stepping backwards. When this happened, it meant having to take the staff to him and handing it over. My usual remark was, 'Did you think we were going to run over you?'.

With the auto exchanger, it was not uncommon to get belted with rain or dust as you hurtled along at 60 mph (100 km/h). I had heard that some crews had lost staffs from the auto changer, the train then had to be brought to a halt and a search made to retrieve it. Thankfully, this did not happen to me. With the sudden thump of the exchanged staff and the swaying of the locomotive, it was a remarkable thing that the system of exchange worked so well.

Charlie and I had finished our shunting at Bunyip and were waiting for the line ahead to clear prior to departure when

a ganger appeared. He was congratulating himself on the fact that he was reputed to have the best length of track. I winked at Charlie, because we both knew just how rough certain parts of the section were, and suggested that perhaps he should come for a ride with us and return on the down passenger with which we were returning.

The ganger agreed. We changed over with the down passenger at Nar Nar Goon with a coal burner A² Stephenson link. Now, this particular locomotive was as rough as you could get. The

axle boxes knocked and it rolled like a boat at sea in a storm. Charlie kept it under control until we reached Garfield, the beginning of the ganger's section.

I said to Charlie, 'Give her the lot, I'll be with you'. I threw in a good fire, the ganger taking over my seat. I suggested that he stood up, as this was a fast section. Of course, I knew just how rough the track was, too. He had one foot on the tender and the other on the engine and a firm grip of the handrail behind the driver's seat.

Charlie opened her up, first the No.1 barrel, then the No.2 barrel. With the regulator full over, he wound the wheel back a few inches. The speed was soon touching maximum track speed, 60 mph (100 km/h). The locomotive had changed its character, no longer a docile piece of machinery, but a thrashing, writhing, bobbing, diving, rolling monster.

Even I was getting a bit concerned and hung on until the next fire was needed. I must admit that this was the only time I ever saw the side of the main frame with sparks jumping off from rubbing on those big wheels of the A². The colour on the face of the ganger seemed to be changing and returned when the speed was reduced for the stop at Bunyip, where he quickly stepped off without a thank you. He muttered something about a few holes in the track. Charlie and I grinned and agreed that he would never again take another footplate ride.

The next day, when we were booked on an up train and mid-way between Bunyip - Garfield, there appeared to be a lot of activity on the line, with gangers everywhere repairing the track. Charlie gave a toot, toot on the whistle and I gave them a thumbs up from my side, just to show that we appreciated what they were doing.

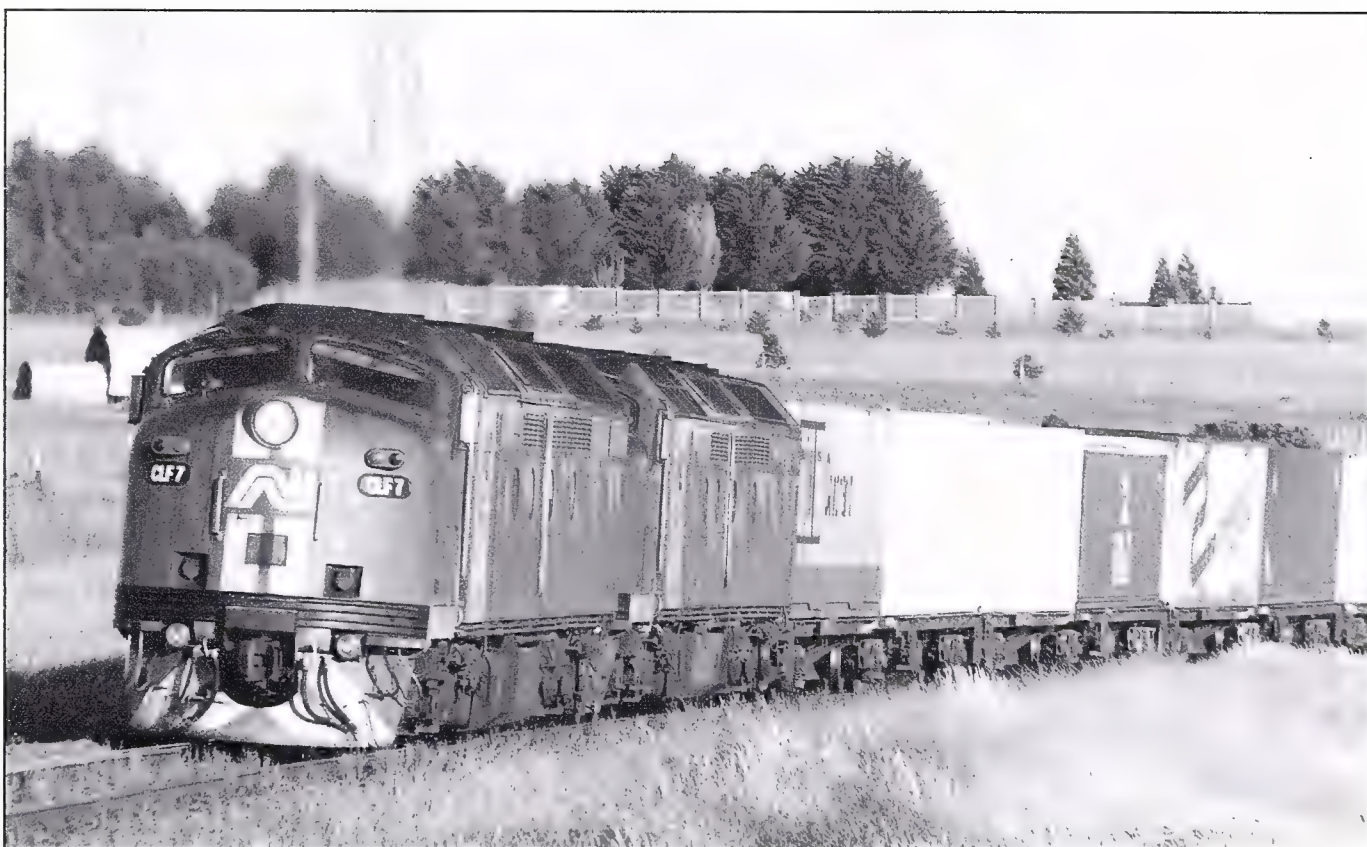


C1 with its crew at Warragul Depot Author's collection



CLF LOCOMOTIVES

- Above: Seven former CL class locomotives were rebuilt into CLF class locos by Morrison Knudsen at Whyalla in the early 1990s. Both the CLF class and their sister passenger locos, the CLP class, retained their distinctive GM nose.
- CLF1 arrives at Dynon with AM4/9754 eastbound TNT train on Thurs.28.11.96
- Below: The TNT trains, now operating four days a week in each direction between Melbourne and Adelaide are almost exclusively hauled by CLF class locos between these two points, although both ALF and CLP class locos have appeared on occasions. CLF7 hauling a dead CLF2 which had a Victorian radio installed struggles upgrade near Moorabool with MA4/9753 westbound
- TNT train. Fri.29.11.96 *Both photos Graham Withers*



WESTERN VICTORIAN STATIONS – THEN AND NOW



.... HAMILTON

- Above: Two 4-6-0 locomotives (unidentified A² and D class loco) stand at Hamilton at the head of a mixed train. Date uncertain *ARHS Archives*
- Below: Although the station building remains, Hamilton yard has been largely removed. On Wed.3.4.96 a single container flat wagon was at the freight gate waiting to be picked up by the up Portland superfreighter *Lloyd Homes*





A mixed train stands at Coleraine in the early days. The locomotive is S201, a 4-6-0 goods loco built by Phoenix Foundry in 1883 *ARHS Archives*

....COLERAINE

Obviously an important occasion. A Leyland railmotor and trailer stand in the platform at Coleraine as the group poses for the photograph. The year is 1927
ARHS Archives



The station building at Coleraine no longer has a platform face and the building has been restored and is now home to the local Tourist Information Centre. Wed.3.4.96
Lloyd Holmes



.... CRESSY

- Above: Cressy pre-1939. A fettler and his assistant are about to depart on a trolley and are watched by four men and a black dog *ARHS Archives*
- Below: The signal box remains but the yard at Cressy is empty in this 1960 scene *ARHS Archives*





- Above: By 17.2.68 when R749 passed on a tour train, the signal box and part of the yard had been removed ARHS Archives
- Below: With the coming of the standard gauge in 1995, Cressy ceased to exist as a crossing loop.
- All that remains of this formerly important junction station is the derelict station building.
- Tues.2.4.96 Lloyd Holmes





.... AVOCA

- : Above: Station and yard in 1915. From an early postcard *ARHS Archives*
- : Below: Avoca station is also now derelict, standing on the standard gauge line
- : between Ararat and Maryborough. Mon.8.4.96 *Lloyd Holmes*





C510-BL29-DL41 head west near Wingeel Loop with NP2/9801 steel train on Sun.3.11.96. The DL was returning west after its first visit to Victoria *Graham Withers*

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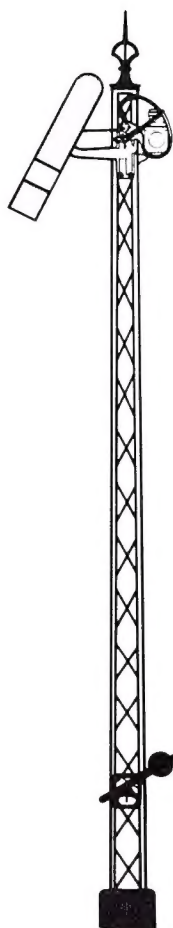
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